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W. F BURNETT'S

No. 1

1921

GUÍA OFICIAL DEL SUD AMÉRICA

SECCION DE LA

2 Maps

REPUBLICA DE PARAGUAY

2 Mapas

RAILWAY GUIDE AND COMMERCIAL DIRECTORY

(1st Edition 10,000)

GUIA DE FERROCARRILES Y DIRECTORIO COMERCIAL

SECCION DE PARAGUAY
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LISTA DE LAS ESTACIONES—LIST OF RAILWAY STATIONS

	Kilom.
Cia Asuncion Light y Tramway	45

Senor Ing. A. Ragnoli, Gerente, Asuncion. This line is operated by both steam and electricity. The company operates 19 electric cars, 5 horse cars, 1 steam car; 8 freight cars. See time table for service of this company.

Ferrocarril Central del Paraguay

F. F. Lawton, Gerente, Asuncion. This is the principal line of Paraguay. Direct conection is made at Villa Encarnación, Paraguay, and across the Parana River, with the Ferrocarril Nor Este, Argentina, giving direct service to Buenos Aires, Uruguay and Brazil points. It likewise connects at Asuncion with all Paraguay River Steamers, also at Villa Encarnacion with all Rio Parana Steamers.

Locomotives, 20; Passenger Cars, 36; Freight Cars, 416.

Ferrocarril de San Bernardino

M. M. Staulery, Gerente, Asuncion, Paraguay.

See time table for service of this company.

The above represents all the public utilities in the Republic. Below will be found a list of the Quebrachales Timber Railways, operated for commercial purposes only.

Quebrachales Fusionades — 14

Timber railway from Puerto Max.

See map for location.

Quebrachales de Puerto Ybapolo — 24

See map for location.

Quebrachales y Estancias Puerto Galileo — 24

Unable to locate this port from any maps obtainable, but understand it is located on west bank of Rio Paraguay in Northern Paraguay.

Campos y Quebrachales de Puerto Sastre — 44

Similar to above.

Quebrachales Fusionados Puerto Maria — 40

Similar to the above.

Carlos Casado, Ltd. — 50

Operates from Puerto Casada on Rio Paraguay in Northern Paraguay. See map for exact location.

New York & Paraguay Co. — 41

Properties in Northern Paraguay.

Cia Forestal del Paraguay — 15

Properties in Northern Praguay.

Cia Maria Luisa — 5

Ferrocarril de Villa Concepcion a Horqueta — 44

Owners: Guggiari, Geoni y Cia., Asuncion.

Sociedad Forestal de Puerto Guarani — 26

While the publisher of this Guide has been able in most cases to locate points in nearly every Republic from the fine maps furnished by the railways, he has not been able to get in direct touch with the Quebrachales interests of Paraguay, which is one reason he is not able to furnish complete data on their properties, but will endeavor to do so in time for next Annual. Dept. of Commerce Special Agents Series No. 169, Investments in Latin America, gives some very valuable information relative to the Quebrachales interests of Paraguay. All the companies named above have a representative in Paraguay, there fore, all exporters of saw mill machinery and railway supplies will no doubt be able to reach them by mail through that address.

The Quebrachales, or ax breaker, is considered one of the most valuable timbers found in South America; it is especially valuable for railway ties; it is also used in tanning hides. Millions of dollars are invested in this industry in Paraguay. The forests are principally located in Northern Paraguay, along both sides of Paraguay River. Both local and foreign capital have invested in this industry.

BANCOS—BANKS

Banco de la Republica, capital 4,000,000 pesos gold.
Banco Mercantil de Paraguay, capital 20,000,000 pesos paper.
Banco Agricola de Paraguay, capital 34,400,000 pesos gold.
Banco de Espana y America, capital 629,300 pesos gold.
Caja de Credito Comercial, capital 549,300 pesos paper.
Banco Constructor del Paraguay, capital 1,466,000 pesos paper.

Note:—American manufacturers and exporters may not be as well pleased with banking facilities of Paraguay as are found in other Republics due to the fact that our banks have not established branches in Asuncion, but no doubt will do so at an early date. The Banco Mercantile de la Republica and the Banco Agricola are in a position to furnish credit information to the National City Bank of New York City, N. Y.

NOMENCLATURA DE LAS ESTACIONES POR ORDEN ALFEBETICO
LIST OF STATIONS IN ALPHABETICAL ORDER

Ferrocarril Railway	Abreviaturas Abreviations
Campos y Quebrachalo Pto. Saster	C. Q. P. T.
Carlos Casada Ltd.	C. C. Ltd.
Ferrocarril Central del Paraguay	F. C. C. P.
Ferrocarril de Conception a Horqueta	F. C. C. H.
Quebrachales Fusenados Pto. Max	Q. F. P. M.
Quebrachales Pto. Stanley	Q. P. S.
Pto. Galileo Quebrachales y Estancio	P. G. Q.
Society Forestal de Pto. Guarani	S. F. P. G.

Estaciones Stations	Abreviaturas Abreviations
Aregua	F. C. C. P.
Belen	F. C. C. P.
Borja	F. C. C. P.
Cabellero	F. C. C. P.
Cana Puente	F. C. C. P.
Cango	F. C. C. P.
Caraguata	F. C. C. P.
Escobar	F. C. C. P.
Hiaty	F. C. C. P.
Ibitime	F. C. C. P.
Iegros	F. C. C. P.
Ipacari	F. C. C. P.
Isla Alta	F. C. C. P.
Isla Saca	F. C. C. P.
Horqueta	F. C. C. H.
Itape	F. C. C. P.
Iturbe	F. C. C. P.
Lique	F. C. C. P.
Maciel	F. C. C. P.
Patino	F. C. C. P.
Paraguari	F. C. C. P.
Pto. Casado	C. C. Ltd.
Pto. Galileo	P. G. Q.
Pto. Guarani	S. F. P. G.
Pto. Max	Q. F. P. M.
Pto. Maria	Q. F. P. M.
Pto. Sastre	C. Q. P. S.
Pto. Stanley	Q. P. S.
Pto Ybapobo	Q. P. Y.
San Juan	F. C. C. P.
San Pedro	F. C. C. P.
Sapucay	F. C. C. P.
Sosa	F. C. C. P.
Tacuras	F. C. C. P.
Tebicuari	F. C. C. P.
Trinidad	F. C. C. P.
Villa Concepcion	F. C. C. H.
Villa Encarnacion	F. C. C. P.
Villa Rica	F. C. C. P.
Yuquiri	F. C. C. P.
Yuli	F. C. C. P.

PUERTOS DE RIO PARAGUAY—PORTS OF THE RIO PARAGUAY

Acatape
Angostura
Apa Francia Colony
Aquina
Araru
Arce Cue
Asuncion
Barranquerita
Belen Cue
Catalan
Chileno
Colonia Risso
Curaguataita
Escobar
Formosa Colony
Gade
Gonzales zCue
Guardia Cue
Guardia Franca
Herradura
Humaita
Ipane
Itacurita
Itipiri
Jarapona
Labato
Laurel
Limpo
Lomas
Manantal
Mercedes
Monte Clara
Monte Lindra
Olivera
Osuna
Palmas
Paraiso Mortero
Pilcomayo
Piquete Rodeo
Playa
Puerto
Pto. Bermejo
Pto. Casado
Pto. Hermosa
Pto. Oro
Pto. Max
Pto. Pona
Pto. Stanley
Pto. Ybapobo
Ramolinos
Ramolinos Viejo
Rosario
Sajeta
San Antonio
San Fernando
San Lorenzo
San Salvador
San Pedro
Tacumbo
Tacuaras Cue
Tane
Tumba
Valentinas
Villeta
Villa Franca
Villa Formosa
Villa Oliva
Villa del Pillar
Villa Concepcion
Ycare

(Note the publisher will furnish Rio Paraná Ports in either Supplements or 1922 Edition)

FERROCARRIL CENTRAL DEL PARAGUAY

HORARIO DE TRENES

SERVICIO INTERNACIONAL

SALIDAS

De Asunción: Martes y jueves	7.00 a. m.
De Buenos Aires: Sábados y jueves	3.00 p. m.

LLEGADAS

A Buenos Aires: Jueves ysábados	11.10 a. m.
A Asunción: Lunes y sabados	9.00 p. m.

ENTRE ASUNCION Y ENCARNACION

SALIDAS

De Asunción: Domingos, martes y jueves	7.00 a. m.
De Encarnación: Miércoles	7.00 a. m.
lunes y sábados	8.00 a. m.

LLEGADAS

A Encarnación: Domingos	10.00 p. m.
martes y jueves	8.00 p. m.
A Asunción: Lunes, Miércolas y sábados	9.00 p. m.

ENTRE ASUNCION, PATINO, YPACARAI Y PARAGUARI

SALIDAS

De Asunción: Domingos, martes y jueves	7.00 a. m.
De Paraguarí Miércoles	6.10 p. m.
lunes y sábados	6.20 p. m.
De Asunción: Domingos	11.00 a. m.
lunes y viernes	5.15 p. m.
De Paraguarí: Domingos	9.20 p. m.
martes y sábados	3.40 a. m.
De Asunción: Diariamente menos domingos	5.15 p. m.
De Ypacaraí: Diariamente	4.55 a. m.
De Asunción: Domingos	2.00 p. m.
De Ypacaraí: Domingos	4.30 p. m.
De Asunción: Diariamente menos domingos	11.15 a. m.
De Patiñno: Diariamente menos domingos	12.50 p. m.

LLEGADAS

A Paraguarí: Domingos martes q jueves	9.24 a. m.
A Asunción: Lunes, miércoles y sábados	9.00 p. m.
A Paraguarí: Domingos	2.35 a. m.
lunes y viernes	8.35 p. m.
A Asunción: Domingos	6.30 p. m.
martes y sábados	6.50 a. m.
A Ypacaraí: Diariamente menos domingos	7.09 p. m.
A Asunción: Diariamente	6.50 a. m.
A Ypacaraí: Domingos	4.00 p. m.
A Asunción: Domingos	6.30 p. m.
A Patiño: Diariamente menos domingos	12.45 p. m.
A Asunción: Diariamente menos domingos	2.10 p. m.

Por más datos a la oficina d Tráfico.

C. A. L. T.

Salidas de Villa Morra

A. m., 4.40, 5.20, 6.00, 6.40, 7.20, 8.00, 8.40, 9.20, 10.00, 10.40, 11.20, 12.00 P. m.—12.40, 1.20, 2.00, 2.40, 3.20, 4.00, 4.40, 5.20, 6.00, 6.40, 7.20, 8.00, 8.30, 9.30, 10.30, 11.30.

Salidas del Puerto
Domingos y feridos

De 5.30 hasta 12.00 (noche) cada ½ hora.

Salidas de Villa Morra

De 4.45 a. m. hasta 8.15 p. m. cada, media hora y de 9.00 p. m. hasta 11.30 p. m. cada media hora.

CAMBIO DE HORARIO QUE REGIRA DESDE EL 1o. DE JUNIO HASTA NUEVO AVISO.

Servicio a vapor
íDías hábiles)

Salidas de San Lorenzo hasta Mercado Central—A. m.—4.25, 7.10, 9.33, (2a clase únicamente).

Salidas del Mercado Central hasta San Lorenzo—A. m.—5.40, 8.20, 10.45, (2a. clase únicamente).

Salidas de San Lorenzo hasta Belvedere—A. m.—5.40, 7.10, 9.33, 11.55. P. m.—2.15, 5.30.

Salidas de Belvedere hasta San Lorenzo—A. m.—8.20, 10.50, 12 m. P. m. 2.20, 5.35.

Salidas de Villa Morra para San Lorenzo—A. m.—5.02, 6.12, 8.52, 11.18. P. m. 12.28, 2.50, 6.05.

(Dias domingos y feriados)

Salidas de San Lorenzo hasta Mercado Central—A. m.—4.25, 7.10, 9.45, (2a. clase úunicamente).

Salidas del Mercado Central hasta San Lorenzo—A. m.—5.40, 8.25, 11, (2a. clase únicamente).

Salidas de San Lorenzo hasta Belvedere—A. m.—5.40, 7.10, 8.25, 9.45, 11. P. m. 1.30, 3.00, 4.30, 6.00.

Salidas de Belvedere hasta San Lorenzo—A. m.—7.10, 8.30, 9.45, 11.05. P. m. 1.30, 3.00, 4.30, 6.00.

Salidas de Villa Morra para San Lorenzo—A. m.—5.02, 6.12, 7.42, 9.00, 10.20, 11.35. P. m.—2.02, 332, 5.02, 6.32.

SERVICIO ZORRA ELECTRICA BELVEDERE Y VILLA MORRA.

Salidas de Villa Morra—11.25 a. m., 5.05 p. m.

Salidas de Belvedere—7.00 a. m., 3.30 p. m.

(Días domingos y feriados)

Salidas de Villa Morra—A. m. 7.45, 9.00, 10.20, 11.35. P. m.—2.02, 2.30, 3x, 3.32, 4.00, 4x30, 5.02, 5.30, 6x, 6.32.

Salidas de Belvedere—A. m.—7.10, 8.30, 9.45, 11.05. P. m.—1.30, 2.30, 3.00, 3x30, 4.00, 4.30, 5.30, 6.00.

SERVICIO A MULAS ENTRE RECOLETA Y TRINIDAD

(Dias hábiles)

Salidas de Recoleta—A. m.—5.50, 6.30, 8.10, 9.10, 10.30, 11.30. P. m.—1.30, 2.30, 3.30, 4.30, 5.30, 6.30.

Salidas de Trinidad—A. m.—6.15, 7.15, 8.35, 9.35, 10.55, 11.55. P. m.—1.55, 2.55, 3.55, 4.55, 5.55, 6.55.

(Dias domingos y feriados)

Salidas de Recoleta—A. m.—6.00, 7.00, 8.00, 9.00, 10.00, 11.00. P. m.—1x30, 2.00, 2x30, 3.00, 3x30, 4.00, 4x30, 5.00, 5x30, 6.00, 6x30, 7.30.

Salidas de Trinidad—A. m.—6.25, 7.25, 8.25, 9.25, 10.25, 11.25. P. m.—1x55, 2.25, 2x55, 3.25, 3x55, 4.25, 4x55, 5.25, 5x55, 6.25, 6x55, 7.55.

NOTA—La Empresa se reversa el derecho de suprimir uno o todos los viajes marcados con x, según las exigencias del tráfico.

Ing. A. Ragnoli,
Gerente

HORARIO DE INVIERNO QUE ENGIRA DESDE EL 14 DE ABRIP DE 1919 HASTA NUEVO AVISO.

SERVICIO ELECTRICO

Línea No. 1. (Luz colorada) Entre Puerto y Belvedere

Salidas del Puerto

De 5.38 a. m. hasta 610 a. m. cada 32 min.
De 6.10 a. m. hasta 6.42 a. m. cada10 min.
De 6.42 a. m. hasta 11.38 a. m. cada 8 min.
De 11.38 a. m. hasta 1.40 p. m. cada 14 min.
De 1.40 p. m. hasta 6.58 p. m. cada 8 min.
De 6.58 p. m. hasta 11.40 p. m. cada 14 min.

Línea No. 3 (luz violeta) Entre Puerto y Manduvirá

Salidas del Puerto

Da 6.14 a. m. hasta 6.38 a. m. cada 24 min.
De 6.38 a. m. hasta 11.50 a. m. cada 12 min.
De 11.50 a. m. hasta 1.50 p. m. cada 24 min.
De 1.50 p. m. hasta 7.26 p. m. cada 12 min.
De 7.26 p. m. hasta 10.38 p. m. cada 24 min.

Línea No. 4 (luz blanca) Entre Puerto y Puerto Sajonia—(Días hábiles)

Salidas del Puerto (Días hábiles)

A. M.—5.40, 6.20, 7.00, 8.00, 9.00, 10.00, 11.20, 12.00, P. M. 1, 2, 3, 4, 5, 6, 7, 8, 11.

Los jueves y sábados el último coche sale a las 11.50.

Salidas de Puerto Sajonia

A. M. 6.00, 6.40, 7.20, 8.20, 9.20, 10.20, 11.40. P. M. 12.20, 1.20, 2.20, 3.20, 4.20, 5.20, 6.20, 7.20, 8.20, 11.20.

Los jueves y sábados el último coche sale a las 12.10.

(Domingos y feriados)

Salidas del Puerto

A. M.—5.40, 6.20, 7.00, 7.40, 8.20, 9.00, 9.40, 10.20, 11.00, 11.40, P. M.—12.20, 1.00, 1.40, 2x00, 2.20, 2x40, 3.00, 3x20, 3.40, 4x00, 4.20, 4x40, 5.00, 5x20, 5.40, 6x00, 6.20, 7.00, 7.40, 8.20, 11.00, 12x00.

Salidas de Puerto Sajonia

A. M.—6.00, 6.40, 7.20, 8.00, 8.40, 9.20, 10.00, 10.40, 11.20, 12.00. P. M.—12.40, 1.20, 2.00, 2x20, 2.40, 3x00, 3.20, 3x40, 4.00, 4x20, 4.40, 5x00, 5.20, 5x40, 6.00, 6x20, 6.40, 7.20, 8.00, 8.40, 11.20, 12x20.

En caso de mal tiempo o casos fortuitos la Empresa se reserva el derecho de suspender unos o todos los carros marcados con x.

Línea No. 5 (luz blanca) Entre Puerto y San Migual. (Días hábiles únicamente)

Salidas del Puerto

A. M.—7.00, 7.40, 8.20, 9.00, 9.40, 10.20, 11.00, 11.40, P. M.—1.40, 2.20, 3.00, 3.40, 4.20, 5.00, 5.40, 6.20, 7.00.

Salidas de San Miguel. —(Avenida España)

A. M.—6.40, 7.20, 8.00, 8.40, 9.20, 10.00, 10.40, 11.20, P. M.—1.20, 2.00, 2.40, 3.20, 4.00, 4.40, 5.20, 6.00, 6.40.

Línea No. 6 (luz violeta) Entre Puerto y Villa Morra—(Días hábiles)

Salidas del Puerto

A. M.—7.00, 7.40, 8.20, 9.00, 9.40, 10.20, 11.00, 11.40, P. M.—12.20, 1.00, 1.40, 2.20, 3.00, 3.40, 4.20, 5.00, 5.40, 6.20, 7.00, 7.40.

Salidas de Villa Morra
A. M.—6.20, 7.00, 7.40, 8.20, 9.00, 9.40, 10.20, 11.00, 11.40, P. M.—12.20, 1.00, 1.40, 2.20, 3.00, 3.40, 4.20, 5.00, 5.40, 6.20, 7.00.

Salidas del Puerto
Dimingos y feriados
A. M.—6.45, 7.15, 7.45, 8.15, 8.45, 8.15, 9.45, 10.15, 10.45, P. M.—12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15.

Salidas de Villa Morra
A. M.—7.30, 8.00, 8.30, 9.00, 9.30, 10.00, 10.30, P. M.—12.30, 1.00, 1.30, 2.00, 2.30, 3.00, 3.30, 4.00, 4.30, 5.00, 5.30, 6.00, 6.30, 7.00.

En caso de mal tiempo o casos fortuitos la Empresa se reserva el derecho de suspender unos o todos los viajes.

Línea No. 7. (luz colorada) Entre Puerto y Cambio Grande—(Diariamente)

Salidas del Puerto
A. M.—7.10, 8.30, 9.10, 9.50, 10.30, 11.10, 11.50, P. M.—12.30, 1.10, 1.50, 2.30, 3.10, 3.50, 4.30, 5.10, 5.50, 6.30, 7.10, 7.50.

Salidas de Cambio Grande
A. M.—6.50, 7.30, 8.10, 8.50, 9.30, 10.10, 10.50, 11.30, P. M.—12.10, 12.50, 1.30, 2.10, 2.50, 3.30, 4.10, 4.50, 5.30, 6.10, 6.50, 7.30, 8.10.

Línea No. 8 (luz blanca) Entre Puerto e Igatimí.—(Días hábiles únicamente

Salidas del Puerto
A. M.—7.40, 8.40, 9.40, 10.40, 11.00, P. M. 12.40, 1.40, 2.40, 3.40, 4.40, 5.40, 6.40, 7.40, 8.40.

Salidas de Igatimí
A. M.—7.50, 8.50, 9.50, 10.50, 11.10, P. M. —12.50, 1.50, 2.50, 3.50, 4.50, 5.50, 6.50, 7.50, 8.50.

Línea No. 9 (luz verde)—Entre Puerto y Villa Morra—(Días hábiles)

Salidas del Puerto
A. M.—5.20, 6.00, 6.40, 7.20, 8.00, 8.40, 9.20, 10.00, 10.40, 11.00, (Directo)—11.20, 12.00. P. M.—12.40, 1.20, 2.00, 2.40, 3.20, 4.00, 4.40, 5.20, 6.00, 6.40, 7.20, 8.00, 9.00, 10.00, 11.00, 12.00.

CAMBIO DE RECORRIDO DE LAS LINEAS 6 Y 9

Se avisa al público que desde el día 8 de agosto de 1919 se cambiará de recorrido a las líneas 6 y 9 en la siguiente forma:

LINEA NUMERO 6

De Puerto a Villa Morra.—Por la calle Presidente Franco, Presidente Wilson, Brasil y Avenida Colombia.

De Villa Morra al Puerto.—Por la calle Avenida Colombia, Asunción, Antequera, Presidente Wilson, 25 de Noviembre y Buenos Aires.

Desde las 7 a. m. hasta las 5.40 p. m. horario actual y desde las 6.20 hasta las 7.40 p. m. volverá por el mismo recorrido de la línea 9.

LINEA NUMERO 9

Del Puerto a Villa Morra.—Por la calle Presidente Franco, Presidente Wilson, Brasil y Avenida Colombia.

De Villa Morra al Puerto—Su recorrido actual.

Regirá el horario vigente.

Ing. A. Ragnoli.
Gerente.

SAN BERNARDINO

Servicio de Trenes

Diariamente de Central	11.15 a. m.
Lunes y Sábados	5.15 p. m.
Domingos	9.00 a. m.
Diariamente de San Bernardino	11.45 a. m.
Domingos	4.00 p. m.
Lunes	4.15 a. m.

M. M. Staulery.

TRADE MARKS

All manufacturers should register their trade marks in Paraguay if they desire to protect their brands, otherwise unscrupulous importers have been known to change same so that exporters loose the benefit of their advertising. You can register your trade marks for a period of ten years for 20 pesos gold (gold peso $0.965).

MAY HARNESS IGUAZU FALLS

Plan to Carry Electricity 1000 Miles to Buenos Aires.

Cataract that Compares Well with Our Niagara.

Its Energy is Estimated at 14,000,000 Horse Power.

(From the Kansas City Times.)

In the northeastern part of Argentina a long neck of territory runs up between Paraguay on the west and Brazil on the east, and at a spot where the boundaries of Argentina, Brazil and Paraguay meet, the Ignazu River debouches into the Upper Parana River, and near the mouth of the former stream the waters foam and fret and leap and bound over a perpendicular cliff some 213 feet high, forming one of the great cataracts of the world. In grandeur and scenic beauty the Iguazu Falls compare favorably with Niagara. The Iguazu Falls are fifty feet higher and have a lateral extent of 1250 feet greater than their North American rival. But Niagara has a greater volume of water.

The Iguazu Falls, it is estimated, have an energy of 14,000,000 horse power. The government of the Argentine Republic is now giving serious consideration to the problem of harnessing a portion of this tremendous horse power and transmitting it in the form of electricity a thousand miles to the Argentine capital, Buenos Aires. Dr. Thomas A. Le Breton, Ambassador of Argentina to the United States, has submitted to his government a report on the water power development that has been done and is contemplated in the United States, including the work at Niagara Falls, where the great power has been harnessed and used to produce electricity to run factories and mills in manufacturing centers.

COAL SHORTAGE ALARMS.

The world war showed Buenos Aires the danger of a coal shortage, and it is now estimated that electric power can be carried from the Iguazu Falls and sold at a price that will bring it in easy competition with the cheaper grades of coal. The present plan contemplates using 150,000 horse power, which later can be increased to 300,000. Four lines will be built, each one being capable of electricity needed, so that in the even of a breakdown on one line the others can carry the "juice" and there will be no interruption of the service to the public. Other cities where the electric power can be distributed are Parana, Rosario, Corrientes and Santa Fe. The project will cost from $30,000,000 to $40,000,000.

As the Iguazu Falls lie on the boundary line between Brazil and Argentina, a decision as to the amount of water power to which each country is entitled must be made, the same as Canada and the United States determined their respective water-power rights from the Niagara Falls that bounded across the boundary line.

CLEVELAND FIXED BOUNDARY

At one time both Brazil and Argentina laid exclusive claim to the Iguazu Falls, and the matter was part of a boundary line dispute that was referred to President Grover Cleveland of the United States in 1894 for determination. Large and small, there are 275 cascades altogether. One writer who visited the falls says of this wondrful scene that the water stream, seethe, leap, bound, froth and foam, throwing the sweat of their agony high in the air, and writhing, twisting, screaming and moaning, bear off to the Parana. Under a blue sky these iridescent water, beaten into foam, pearls and glittering mist, bathe the great background in a shower of beauty that all the more adds to the riot of tropical hues already there."

When a high wind is blowing the roar of the cataract can be heard twenty miles away. Few sightseers ever visit these wonderful Iguazu Falls, because it takes six days to make the long, tedious, but picturesque journey of a thousand miles from Buenos Aires, through the fertile plains of Santa Fe and the wild luxuriance of the virgin forest, passing over the territory of the missions and the ruins of Jesuit churches and convents.

The Publisher of the Guide desires to add to this article by saying that it is now possible to visit these wonderful falls at no great discomfort. The Ferrocarril Entire Rios and Noroeste Argentina is now advertising in the Guide excursions to the falls from Buenos Aires to Posadas at which point Alto Parana steamers take the traveler to south end of cataracts, Pto. Mendro, from which point a railway has recently been constructed to Pto. Mojoli. Comfortable hotel accommodations can be secured at the falls.

A friend of the publisher who recently made this trip advises him that these wonderful falls are a sight of a life time and far eclipses our Niagara Falls; and that no tourist visiting South America should miss the grandeur of these falls.

Take up with Robt. H. Stuart, Administrador General of the Ferrocarril Entre Rios, Concordia, Argentina. For full details of the wonderful trip see Page 57 of Argentina Section of this Guide.

LEGACION DEL PARAGUAY
Washington, D. C.,

Mr. W. F. Burnett,
Los Angeles, Cal.
Dear Sir:

In reply to your favor of the eighteenth of October, I take pleasure in sending you under separate cover the following:

El Comercio Exterior, Paraguayo, 1914 a 1918; and

El Diario (newspaper), of recent date.

Herewith, also, I am sending you map of Paraguay with indication of the two railways carrying passengers: The Paraguay Central, which you mention, and another—about ten leagues in length—running from Villa Concepcion to Horqueta (Gaona & Guggiari, Villa Concepcion, owners).

Regarding the history of the Paraguay Central Railway, the first line to be constructed in the River Plate region, you may be interested in the following statement of Mr. Elias Thomas, the manager at present of same, of Asuncion, appearing in the Boletín del Congreso Sudamericano de Ferrocarriles, vol. iii, No. 6, p. 245:

"The first work on this railroad commenced in 1854, the President of the Republic being Mr. Carlos Antonio Lopez. The construction was carried out by three battalions of infantry under the command of Major D. Aquino, the labor being under the direction of Engineers Volpe and Burrell. The first section—from Asuncion to Paraguari—was inaugurated in 1861. After the war of the Triple Alliance, the railway continued in the possession of the Government, and, during the presidency of General Patricio Escobar, was extended as far as Villarrica (km. 150). This extension was carried out by the contractor, Luis Patri, under the direction of Engineer Voclpy. Shortly after having finished this extension, the railroad was transferred to the house of Perry, Cutvill y Cía., which was obligated to extend the line as far as Encarnation, the Government retaining half of the capital stock. Said company did extend it as far as 247 km., near the River Pirapo, the work remaining in abeyance until 1907; and the Government—General Benigno Ferreira being President—withdrew all its interests as to the railroad, under certain conditions, the main one being that the line be extended as far as Villa Encarnacion. The extension was completed in 1911, its guage being changed for another narrower. In 1913 the extension as far as Pacu-cua was made, at which place being constructed a mole and a ferry-slip, the same likewise at Posadas, at the other side, by the 'Nord-Este Argentino' railroad."

I trust that the information that I have given you will be of value. If there is anything else that I can give you in the line of information, do not hesitate to so advise me.

Very truly yours,

M. GONDRA.

GOVERNMENT DECREES

Decree 9,361, reducing the export duties on quebracho extract to $3 o/s.

Asunción, 6th February, 1919.

In view of the representations made by Dr. Vincente Rivarola on behalf of the Centre of Forestal Establishments and Stock Raisers of Paraguay, comprising the principal Paraguayan exporters of quebracho, and in which a reduction is requested in the duties at present established month, the export duty on quebracho extract and deeming well founded the grounds adduced by the applicant, in accordance with the powers conferred on the President of the Republic by Art. 19 (letter b) of law No. 326:—

The President of the Republic decrees:

Art. 1. As from the 15th of the present month, the export duty on quebracho extract shall be reduced to $3 o/s, three pesos gold (oro, sellado).

Art. 2. The present decree shall be communicated, published and issued to the Official Register.

FRANC. SOSA GAONA.

Decree No. 9,153, containing regulations under Law No. 236, Arts. 38 and 39.

Asunción, 4th January, 1919.

In conformity with Arts. 38 and 39 of law No. 236,

The President of the Republic decrees:

Art. 1. The duty per head of cattle sold to meat drying and freezing works shall be fixed at $2 o.s, two pesos gold, oro, sellado).

Art. 2. —The following shall be considered cattle, for the purpose of this tax, viz., bulls of any age or size and cows over nine years of age for killing or fattening.

Art. 3. The establishments in question are required to register at the Inland Revenue Department and Agencies the marks and signs used to distinguish cattle owned by them.

Art. 4. The amount of the tax shall be deducted by the purchaser from the price paid to the vendor for each animal acquired, and shall be transferred to the Inland Revenue Department as and when determined by the latter.

Art. 5. Each meat drying and freezing establishment shall keep a special book for the registration of taxation collected, recording in the same the date of purchase, number of animals, name of vendor, mark, origin, purchase price, amount of tax, and other particulars as required by the Inland Revenue Department.

Art. 6. No cattle may be purchased by drying or freezing works without the production of legal documents establishing the origin of the cattle and the authority of the vendor to effect the sale. Such documents must be carefully preserved by the purchaser and produced when requested by revenue officers. This provision is likewise applicable to cattle of foreign origin exempted from the tax in question.

Art. 7. The following shall be deemed legal documents for the purposes of the preceding article:—The certificate of sale, the second duplicate copy of the transit note, and the power of attorney of the salesman to effect the transaction. In regard to cattle received from abroad the documents necessary shall be those required by the laws of the country of origin, but must, however, be duly legalized.

Art. 8. Revenue officers attached to meat drying and freezing plants shall act as agents of the Inland Revenue Department.

Art. 9. Meat drying and freezing plants shall be under the direction of the Inland Revenue Department in all matters relating to the assessment and control of the tax in question.

Art. 10. This decree shall be communicated, published and issued to the Official Register.

FRANC. SOSA GAONA.

Decree No. 9,449 containing regulations under Art. 22 (letter i) of Law No. 326.

Asunción, 22nd February, 1919.

Whereas it is necessary to issue regulations for the execution of Art. 22 of Law No. 326 (letter i), and whereas the powers conferred therein as regards the importation of empty bags for use of packing are intended to facilitate the exportation of Paraguayan produce and to provide for their reaching foreign markets with clear evidence of their origin:—

The President of the Republic decrees:

Art. 1. The following shall be exempt from import duties, to wit, empty bags of cotton or fibre, intended for containing Paraguayan produce for export and bearing the following lettering in ink of a dark hue—"Republica del Paarguay—Exportacion" and the name of the article to be packed therein.

Art. 2. Empty bags which do not comply with the above requirements shall come under the provisions of letter g of Art. 21 of the said law No. 326.

Art. 3. This decree shall come into force as from 10th March next.

Art. 4. This decree shall be communicated, published and issued to the Official Register.

FRANC. SOSA GAONA.

RESOLUTION NO. 365

Requirements laid down in regard to imports and exports of merchandise.

Asunción, 28th January, 1919.

Being necessary for statistical purposes in connection with imports and exports to obtain full and complete details of the same:

The Minister of Finance resolves:

1. The Directorate General of Customs shall require the following particulars:

(a) in every application for the clearance of imported machinery in general, a statement shall be made of the number of machines, their horsepower, their use, and the net and gross weight of each item;

(b) produce for export, such as meat extract, preserved meat, and other articles contained in packing of a heavy nature, shall be manifested with their net and gross weight respectively;

(c) all packing used for the export of goods of Paraguayan production shall be lettered "Republica del Paraguay."

2. This resolution shall be communicated, published and issued to the Official Register.

FRANC. SOSA GAONA.

Packing Requirements.

Great care should be taken in packing goods for Paraguay, for it must be borne in mind it is not possible to make direct shipments from Europe or the United States to the Republic of Paraguay, as all freight destined to Praguay either passes through the Port of Buenos Aires, Argentina, or Montevidea, Uruguay. If through Buenos Aires, which is the principal route and which is preferred by importers so they can combine shipments purchased in that city with those from Europe or United States to secure the benefit of lower freight rates. At Buenos Aires most freight is transferred to river boats to Asuncion, while other shipments go by the Ferrocarril Nor Este Argentina and Ferrocarril Central del Paraguay. Due to the various transfers in route boxes and packages very often become broken or in bad shape unless they are very carefully packed, therefore protect your customer in every way by packing goods in strong carriers.

Paraguan Tariff and Custom Regulations.

The import duty consists principally of ad valorem duties based on the valuation of the goods. All goods passing through Argentina to Paraguay all the Argentina government requires is for the shipper to present a request for re-exportation in triplicate, one copy only being on stamped paper. Free storage is allowed in the custom warehouses for all goods in transit. Freight passing through Port of Montevideo, Uruguay, are treated in a very similar manner, but two copies of the invoice, certified by some Paraguay Consul in country exported from is required.

License Tax for Commercial Travelers.

All foreign commercial travelers are required to pay a tax in Asuncion, Villa Rica and Concepcion. Charges range from $30.88 to $46.32 per semester, according to nature of goods traveler is selling. In other cities and towns the charges are considerably lower. I am informed that while this tax exists it is rarely enforced.

Money.

Gold pesos are equal to $0.965 U. S. money. Paper pesos ranges from 3 to 9 cents.

CONSULS OF THE REPUBLIC OF PARAGUAY IN THE UNITED STATES

Eben Moore Flagg, Honorary Consul, Boston, Mass.

Irwin F. Westheimer, Vice Consul, Cincinnati.

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John Walker, Vice Consul, Detroit, Mich.

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Brastas Brainard, Consul, Seattle, Wash.

U. S. A. CAPITAL INVESTED IN PARAGUAY

Of late quite a few of our capitalists have been making investments in Paraguay in both the cattle and timber industry. One company has secured valuable concessions at Puerto Pinasco which is 45 hours by steamer from Asunción. Their holdings consist of about 15 miles of river frontage on the Rio Paraguay and reaching 115 miles west of River. They also purchased about 25 miles of meter guage railway, 75,000 head of cattle, valuable grazing land and quebroqcho forest. They also have made large purchases of land at San Antonio a chort distance below Asunción on Paraguay River at which point a large packing house and freezing establishment will be erected. Special lighters will transport cattle from Puerto Pinasco to San Antonio.

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ASUNCION

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Braga, Luis F., Villa Rica 253.
Coates y Cia., Paloma 243.
Crosky y Cia., Buenos Aires 462.
Garcia y Solooga, Villa Rica y 15 de Agosto.
Grillon, Alberto, Convencia 372.
Guincich, Jorge, Montevideo 172.
Hanslt y Cia., Palma 248.
Heiske y Cia., Palma 125.
Kallsen y Cia., Juan, Villa Rica I.
Juan, Klug y Mare, Estrella 440.
Lauch Juan B. B., Constant 216
Luque, Niceforo, Convencion y Buenos Aires.
Plate, Endique, Palma 385.
Spinzi, Angel, Palma 71.
Staudt y Cia, Palma 428.

Agentes de Aduana—Custom House Agents.

Arce, America, Buenos Aires 440.
Campos, Cevera, Eugenio, Colon 112.
Cazal, Ribero, Joaquin, Colon 221.
Melgarejo, Bibiano.
Itazu, Agusto, Ben. Constant 426.
Rubio, Salvador, Colon 114.
Ruis y Bastos, Ben., Constant 423.
Riguelme, Mores, Colon 210 Altos.
Vega, Ramon, Benj. Constant 426.

Armas—Fire Arms and Ammunition.

Berg, Reard. Ruis y Jorba. Zinnert, Otto.

Cervecerías—Breweries

Cerveceria Nacional.

Cemento—Cement.

Camara de Comercio.

Confecciones—Modes—Ladies Wearing Apparel.

Alegre Hnos., Palma 204.
Bosch, Vander, Madame, Prest. Carnot 125.
Doria, Silveria, Prest. Carnot 34.
Gonzales, Jose.
Link, Juan, Palma 245.
Pane, Elena M. Prest. Carnot 181.
Temallon y Cia., Palma 57.
Trapani, Eemeli a de, Palma 417.
Vierra, Madame, Palma 239.

Ferreterias—Hardware

Zinnert, Otto, Palma 52.

Farmacias—Drug Stores.

Blanchett, Leopolda, 25 de Mayo 92.
Grovata, Gustavo, Espana 435 .
Casanvilla, Luis y Cia. 25 de Mayo.
Esquivel y Azorra, Palma 431.
Mariatti, Libertad 67.
Pastor, Vicente R., Villa Rica y Alberdi.
Pessalani, Juan, 25 de Decembre.
Ruis y Jorba, Palma 165.
Santiviago y Cia., Colon 268.
Scavone, Miguel y Co., Libertad 33.

Importadores y Exportadores
Leading General Importers

Rius y Jorba, Calle Palmas 168.—This is the largest importing and exporting house in the Republic. They carry a stock of United States Shoes valued at $20,000, according to Hide and Leather Magazine. This firm handles automobiles, typewriters, hardware and merchandise of every description.

Joaquín Grau y Cía., Calle Colón y Estrella.—This is also an important exporter and importer of general merchandise; they also operate a large shoe factory.

La Industrial Meilicke.—General importers of merchandise.

(There are about 20 small shoe stores and shoemakers in Asunción).

Joyeria y Relojeria—Jewelry Store.

Alongo, Guillermo, Palma y Alberdi.
Canale, Jose, Palma 171.
Carron, Hipolito, Prest. Carnot 163.
Lopez, Alejandro, Palma 195.
Ocampo, Idalecio, Palma 207.
Pompa y Cai., Villa Rica y 25 de Decembre.

Maquinarias en General—Machinery in General.

Alsena y Bonvechi.
Banco Agricola del Paraguay.
(Furnishes agricultural machinery at cost.)
Berg, Cicardo, Palmas y Ayolos.
Honsberg Spier y Cia.
Ruis y Joba, Palma 165.

Ropa—Clothing.

Acosta y Monta, Prest. Carnot 35.
Acqua, E. Dell, Palma 235.
Aldama y Cia., 25 de Mayo 103.
Angulo y Cia., Escalada y Libertad.
Bailey, Jorge, Palma 83.
Di Nucci, E. Palma 65.
Espasito, Juan, Alberdi 255.

Vapors—Boats and Launches.

Barzi, Jorge, Colon y Villa Rica.
Bosano, Jose, Arsenal Cue.
Mayor, Isador, Arsenal Cue.

Zapaterias—Shoe Dealers.

Bella y Cia., Palma 33.
Mosi, Cayetano y Cia., Palma 113.
Murillo, Sebastian, Prest. Carnot y Yegros.
Pusineri e Hijo., Prest. Carnot 115.
Torreani y Cia., Palma 71.

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Ferrocarriles, Compañías Mineras, Refinerías, Talleres de Reparación de Máquinas, etc.

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